



SHIPPING REVIEW

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During the month of June cargo offerings in all directions held up to the fullest expectation of owners. The Philippine U. K. and Continent movement was brisk. Owners anticipate, however, a slight falling off in July. To the U. S. Atlantic and gulf districts there was an unusual movement of sugar and hemp, much more than was

anticipated at the time our last report went to press. Here, too, is expected a falling off in July, in fact, much more than is looked for on the European berth. Trans-pacific and to Asiatic ports the movement remained about the same as our last report.

On June 27 Manila stevedoring firms concluded an agreement with the stevedore labor organizations, granting an increase of approximately 10% to labor in exchange for an agreement running five years. Two years ago labor demanded heavy increases and after a short but brisk strike situation a compromise resulting in about a 15% increase was reached. At that time the labor organizations signed an agreement for two years. It is believed that the agreement presently concluded will result in a satisfactory situation for a five year period. It is anticipated, to offset the demands of labor and the subsequent increase, there will be an adjustment in rates of freight. Just what this will mean has not been determined, or at least no indications as

to the percentage of freight rate adjustments have been passed around.

From statistics compiled by the Associated Steamship Lines there was exported from the Philippines during the month of March, 1929; to China and Japan ports 12,795 tons, with a total of 44 sailings, of which 4782 tons were carried in American bottoms with 10 sailings; To Pacific coast for local delivery 30,009 tons with a total of 14 sailings, of which 22,316 tons were carried in American bottoms with 10 sailings; To Pacific coast thence Overland 474 tons with a total of 9 sailings, of which 426 tons were carried in American bottoms with 6 sailings; To Pacific coast thence Atlantic via intercoastal steamer, 2,386 tons with a total of 10 sailings, of which 1694 tons were carried in American bottoms with 5 sailings; To Atlantic coast 159,661 tons with a total of 37 sailings, of which 78,688 tons were carried in American Bottoms with 14 sailings; To European ports 21,351 tons with a total of 28 sailings, of which 273 tons were carried in American bottoms with 3 sailings; To Australian ports 1064 tons with a total of 5 sailings, of which American bottoms carried none; a grand total of 227,740 tons with a total of 91 sailings, of which American bottoms carried 108,179 tons with 22 sailings.

This, we believe, is the heaviest month's business ever handled from the Philippine Islands, the total of 227,740 tons comparing with an average monthly tonnage for the year 1928 of 127,212 tons. The heavy movement is largely due to a very active movement of sugar to Atlantic Coast ports, amounting to 121,355 tons.

From statistics compiled by the Associated Steamship Lines, there were exported from the Philippines during the month of April, 1929; To China and Japan Ports 18,814 tons with a total of 49 sailings, of which 5,332 tons were carried in American bottoms with 12 sailings; To Pacific coast for local delivery 32,193 tons with a total of 15 sailings, of which

30,145 tons were carried in American bottoms with 11 sailings; To Pacific coast thence Overland 1,375 tons with a total of 9 sailings, of which 216 tons were carried in American bottoms with 5 sailings; To Pacific coast thence Atlantic via Intercoastal steamer, 3,397 tons with a total of 12 sailings, of which, 2,663 tons were carried in American bottoms with 9 sailings; To Atlantic coast 82,803 tons with a total of 19 sailings, of which 29,117 tons were carried in American bottoms with 6 sailings; To European ports 17,526 tons with a total of 19 sailings, of which 398 tons were carried in American bottoms with 4 sailings; To Australian ports 938 tons with a total of 7 sailings, of which American bottoms carried none; a grand total of 157,045 tons with a total of 77 sailings, of which American bottoms carried 67,841 tons with 19 sailings.

From statistics compiled by the Associated Steamship Lines, there were exported from the Philippines during the month of May, 1929, To China and Japan ports 27,753 tons with a total of 56 sailings, of which 6,062 tons were carried in American bottoms with 15 sailings; To Pacific coast for local delivery 19,609 tons with a total of 15 sailings, of which 11,548 tons were carried in American bottoms with 11 sailings; To Pacific coast, thence Overland 333 tons, with a total of 9 sailings, of which 307 tons were carried in American bottoms with 6 sailings; To Pacific coast for inter-coastal 3568 tons, with a total of 11 sailings, of which 3,473 tons were carried in American bottoms with 10 sailings; To Atlantic coast 76,984 tons with a total of 19 sailings, of which 38,607 tons were carried in American bottoms with 7 sailings; To European ports, 19,156 tons with a total of 18 sailings, of which 156 tons were carried in American bottoms with 3 sailings; To Australian ports 610 tons with a total of 3 sailings, of which American bottoms carried none; a grand total of 148,031 tons, with a total of 83 sailings, of which American bottoms carried 60,153 tons with 19 sailings.

Passenger traffic during the month of June (first figure represents first class, second figure steerage)—to China and Japan 111-126; to Honolulu, 0-605; to Pacific coast 65-635; to Singapore and Straits Settlements 6-1; to Mediterranean ports 22-1.

Much enthusiasm registered during the month among investors and the Philippine public in general over the facts awarded by the Board of Steamship for the construction of the Philippine passenger and cargo liners, to be known as the Round-the-World or the Philippine Seaboard. These liners will be built by the Philippine Seaboard. Their particulars are: length, 81 ft molded beam, 52 ft depth, displacement, 17,000 tons, gross tonnage, 650,000 cubic feet general cargo space, 100,000 cubic feet refrigerator space, 2000 horsepower and a speed of 21 knots. Plans for the liners will have accommodations for 150 passengers, 140 tourist class and 720 first class steerage. The crew will number approximately 300. They have been designed to meet in every respect the requirements of the trade.

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Another important construction program is that recently announced by the Matson Navigation Co., contracts, it is understood, having been placed for three combination passenger and cargo liners for the Trans-Pacific service. These vessels will be constructed at the Bethlehem Fore River Plant, Quincy, Mass. They are approximately 600 feet in length, with a speed of 18 knots. Each will be fitted with the highest type of passenger accommodations and will carry both general and refrigerator cargo. Additional particulars on these vessels have not yet reached us.

O. G. Steen, General Manager, The Robert Dollar Co., with headquarters at Shanghai, was a visitor to Manila during the month of May, having arrived aboard the s.s. *President Taft* May 9 and returned to Shanghai by the same liner. Mr. Steen, accompanied by his family, left Shanghai June 7 aboard the s.s. *President Grant* for the United States on a combined pleasure and business trip.

Geo. P. Bradford, accompanied by his family, arrived Manila from San Francisco June 20 aboard the s.s. *President Madison*. Mr. Bradford was until recently General Agent for the Columbia Pacific Shipping Co., in charge of their Philippine operations, with headquarters at Manila. Mr. Bradford has resigned that position to join the firm of L. Everett, Inc., Far Eastern Agents of the remaining Shipping Board lines operating from the Atlantic coast and gulf to the Orient.

G. M. Violet, who has been connected with The Robert Dollar Co., Manila Branch, the past year in the capacity of Freight Solicitor, was promoted to the Position of Freight Agent on May 20.

W. K. Garrett, who formerly occupied the desk of Freight Agent, The Robert Dollar Co., Manila Branch, has been transferred to the post of Acting Agent, Iloilo Branch and took over his new duties on May 27.

L. C. Admiraal, General Passenger Agent, Java-China-Japan Line, with headquarters at Batavia, was a visitor in Manila for ten days the first half of May. Mr. Admiraal was in the

course of completing a trip around the world and while here announced the inauguration of a fortnightly passenger and freight service between Manila and Java ports with new express Liners.

James Wells, Agent for The Robert Dollar Co. at Iloilo, arrived in Manila May 30 enroute to his home in Scotland for a vacation. Mr. Wells departed from Manila as a passenger aboard the s.s. *President Polk* June 5 and, after circumnavigating the world, is expected to return to Manila some time in November.

J. W. Huck, Cebu Agent for the Columbia Pacific Shipping Co., arrived in Manila from Cebu May 20. Mr. Huck was up on business and returned to his post at the end of one week.

Ole May, formerly attached to the Passenger Department of the Los Angeles Office of the Dollar Steamship Line, has taken up similar duties with the Manila Branch of The Robert Dollar Co. Mr. May arrived in Manila aboard the s.s. *President Van Buren* May 7.

J. O. Foyle, formerly attached to the Freight Department of the Dollar Steamship Line, San Francisco, arrived in Manila aboard the s.s. *President Hayes* May 21, to take up duties as Freight Solicitor, Manila Branch, of The Robert Dollar Co.

John Martin, Far Eastern Representative of the American Bureau of Shipping, arrived in Manila aboard the s.s. *President Grant* May 27. Mr. Martin was on a business trip over his territory and returned to Japan aboard the s.s. *President Grant* May 31.

B. R. Bates, General Agent, Dollar Steamship Line, Singapore, passed thru Manila June 18 aboard the s.s. *President Adams*, returning to his post after a five months' vacation in the United States. While in the United States Mr. Bates joined the ranks of the Benedictines and brought his bride back with him.

G. A. Harrell, District Passenger Agent, The Robert Dollar Co., Manila, accompanied by Mrs. Harrell and young daughter, departed for the United States June 14 aboard the s.s. *President Cleveland*. Mr. Harrell is enjoying a five months' holiday and expects to return to Manila at the expiration of same.

Ethel L. Hawthorne, Secretary, The Robert Dollar Co., Manila, left Manila June 28 aboard the s.s. *President Pierce* for Hongkong, where she will meet her husband, S. R. Hawthorne, who is returning, after a business trip to the United States. Mr. and Mrs. Hawthorne will return to Manila aboard the s.s. *President Taft* July 8.

Franciscan Missions in Samar: Forward on the Mission Trail

Last month we entered Samar with the Franciscans, so the situation has been introduced to the reader and nothing remains but to extract from Father Huerta's notes as progress is made from town to town. Cathalogan, the capital, was also described briefly in the paper on the province as a whole. The reader will not forget that the Jesuits christianized Samar, and the Franciscans only went there in 1763, when the Jesuits were banished from the Philippines (not to return for a century) in accordance with the royal decree banishing them from all the Spanish empire.

Bangajon.—Taken over from the Jesuits with a population of 2,346, including 530 *tribulos*

or taxpaying families, Fr. Juan Salguero being the first Franciscan parish priest. The Jesuits had already built a stone church, and a *convento* of the same material. Patron, St. Michael, the archangel.

"The bounds of this town are not limited on the north and east, where the mountainous terrain abounds in valuable woods, palms, rattans, good pasturage, wax and honey, wild game and many edible roots. There are many streams, branches of the two rivers which *bathe* the town. Of these, the one flowing from the north first takes a course from northwest to southeast, abruptly turns westward and, when past the town, turns toward the south. The

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